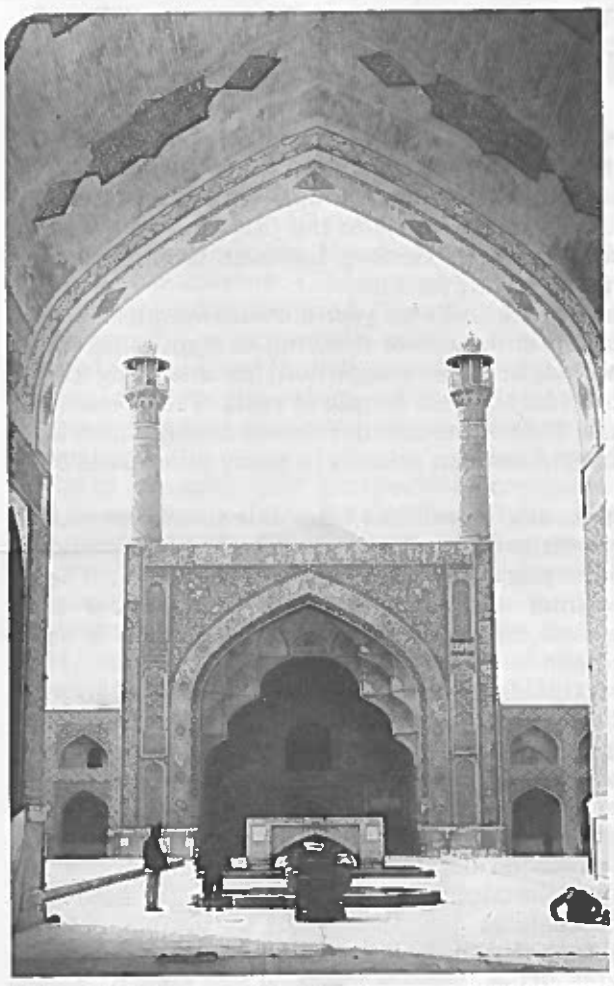
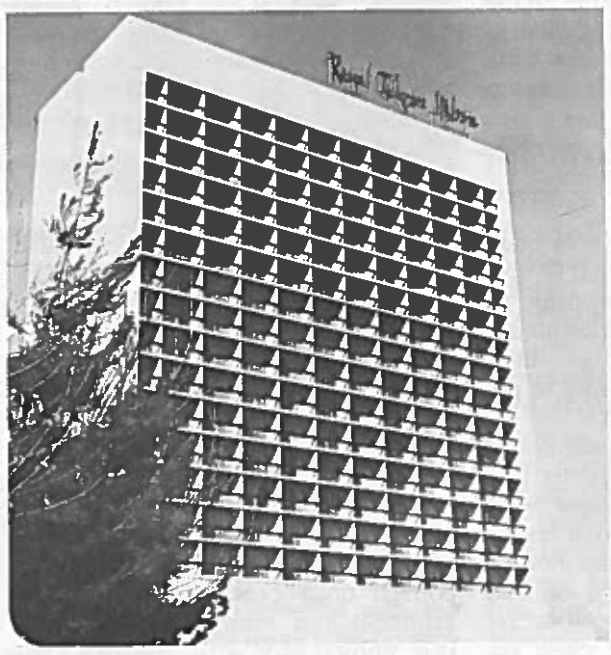
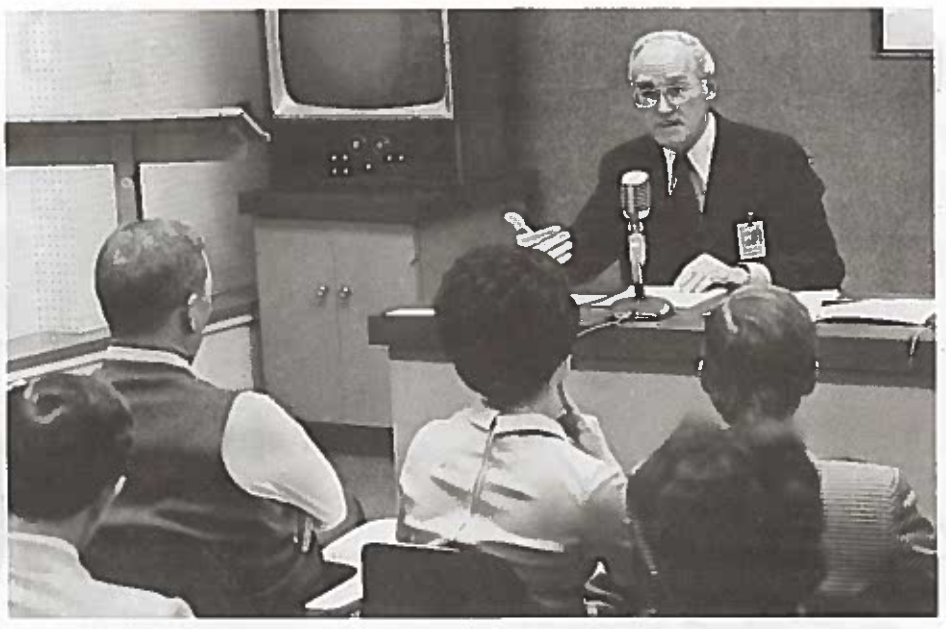
GRUMMAN plane news

Vol. 34, No. 3, Bethpage, N.Y., February 14, 1975





IRAN...beautiful country, challenging assignment – 2



Photos by Dick Sander

Assignment in Iran – exciting, challenging

When the first of an expected 2,000 Grummanites deplane in Iran later this year, they will arrive with a broad grounding in that country's customs, ways of living, and any cultural adjustments they may have to make during their first few months there.

"Our job here," says Art Gilmore, director of Corporate Training and Development, "is to help ease the 'cultural shock' that most newcomers experience in a foreign land." Gilmore is in charge of Grumman's Transcultural Program that is being given to all Iran-bound Grummanites. The program is designed to take the unfamiliar out of what will probably be a sometimes bewildering, but exciting, experience.

The first class, held Monday, January 27, attended by about 25 Grummanites and their wives, was the first of a five-part series which continued through the end of the week.

In this first session, Vinny Milano, Contractor, Technical Services manager for the F-14 Iran Program, urged the participants to "get to know each other — you'll be together a lot." And it did seem that a sense of camaraderie was already developing during the short coffee break half-way through the two-hour session.

There was also a certain sense of excitement as the participants got their first taste of what their new life in Iran will be like. "You have a great deal of enjoyment and learning ahead of you," said Gilmore at the opening, and he wasn't just talking about the Transcultural Program. "We expect the Transcultural Program will be only the beginning of the Iran contingent's education," said Gilmore, who believes the most important part of the adjustment process must necessarily take place in Iran.

Kickoff session

During the kickoff session January 27, that adjustment process began with a slide presentation on Tehran and Isfahan (produced by Grumman's Presentation Services) and a brief film produced by CBS News for its program, "60 Minutes." The film, which was shown on television early last year, graphically illustrates the amazing transformation taking place in Iran as a result of Shah Mohammed Reza Pahlavi's drive to make his country a world power.

The Shah's intent to purchase 80 F-14 Tomcats is part of that drive, of course, and is the reason up to 2,000 Grummanites will be moving to Iran over the next few years.

Grummanites will be situated in three Iranian cities: Tehran, a metropolis of over three million people that serves as the country's capital; Isfahan, a mountain-ringed, ancient city of minarets and domes, with a population of a little less than half-a-million; and Shiraz, population 300,000, known as the poetic capital of Iran because it was the home of Iran's two greatest poets, Saadi and Hafiz.

At least in the beginning, however, most Grummanites will be living in Isfahan, where the Iranian government is constructing a model housing project called Shahin Shahr (Eagle City). Located on the outskirts of Isfahan, Eagle City will house local Grummanites in attractive modern buildings. The *shahr* (town) will have schools, a recreation center, and a shopping area. Gilmore and others who have been to Iran suggest, however, that Grummanites do as much shopping as possible in the local marketplaces because of the better prices there and the increased opportunity to get to know the Iranian people.

The winters in Isfahan are short, but cold, a fact available to any reader of the Almanac. Less well known, however, is that "in a heavy snowfall, the first thing the householder should do is shovel off the roof, not the sidewalk," observed Gilmore during the first class on Monday. The reason, Gilmore said, is the permeable quality of the flat earthen roofs — they do fine shedding rain but are liable to absorb moisture from a heavy snowfall.

Advice on shoveling the roof, bargaining in the marketplace, leaving the driving to someone else, and adjusting to foreign ways and customs is all part of the Transcultural curriculum. A host of additional learning materials, produced by Grumman especially for the course, consist of worksheets on the Farsi alphabet and number system, Iranian geography and history, the

(Continued on page 6)

'Spirit of adventure'

Among the participants in the first Transcultural class on January 27 were Joe and Helen McGill. The McGill's, who left in early February for Iran, are arriving well ahead of the major influx of Grummanites who are scheduled to arrive prior to the first delivery of an F-14 in early 1976. Some of their experiences, however, are representative of other Grummanites heading for Iran.

"Where's that?" is what the McGill's 16 year-old son, Joseph, asked when his parents told him that they were thinking of signing up for Iran. Now a high school sophomore, Joseph will be attending the American School in Tehran for the next couple of years. The school is staffed by the International School Service in Princeton, N.J. which is also responsible for staffing American schools in many other parts of the world.

As to his initial question, son Joseph has been able to answer that one himself, following a little study of the country's history and geography in the months preceding the family's departure. The McGill's college-age daughter will remain in the United States to finish up her schooling here, though parents and daughter will be reunited in Iran within a year.

Both Joe and Helen McGill describe the original decision to go to Iran as a "mutual idea." "We were prompted primarily by the spirit of adventure," says Joe. "Helen and I had been down at the Cape for one year with the LM program and we both enjoy traveling, though we've never been overseas."

"We're going for two years; if it turns out as well as we anticipate, we'll extend ourselves," says McGill.

As far as adjustments go, the McGill's say they plan to "be guided pretty much by the Grummanites over there until we get our bearings." One of the first things they'll do is enroll in a Farsi language course.

Neither Joe nor Helen McGill, however, is particularly apprehensive about adjusting to their new life. "Even in the U.S. when you go to a new place, you have that adjustment problem," says Helen. And Joe adds, "The important thing to remember is that, wherever you're going, go there with an open mind."

Gavin cites F-14 success in talk to business group

"A Long Island Success Story" was the topic Board Chairman Joe Gavin chose for his remarks before a local Long Island business group February 6. In the generally upbeat theme of his address to the Bi-County Executive Breakfast meeting, Gavin outlined the initial contract difficulties with the F-14 and the formidable obstacles which Grumman had to overcome to secure corporate financial stability for the years ahead.

At the outset Gavin challenged the validity of two "myths" concerning the F-14's development program and the original contract bid. "Grumman," Gavin reiterated, "was not the low bidder on the F-14 program." He also emphasized that the technical development program turned out to be a notably successful one from the beginning, requiring no more than a 10 percent increase in engineering hours over original estimates. Subsequent financial problems, said Gavin, were largely an outgrowth of the rampant, world-wide inflation and a large cutback in the volume of government business involving all programs.

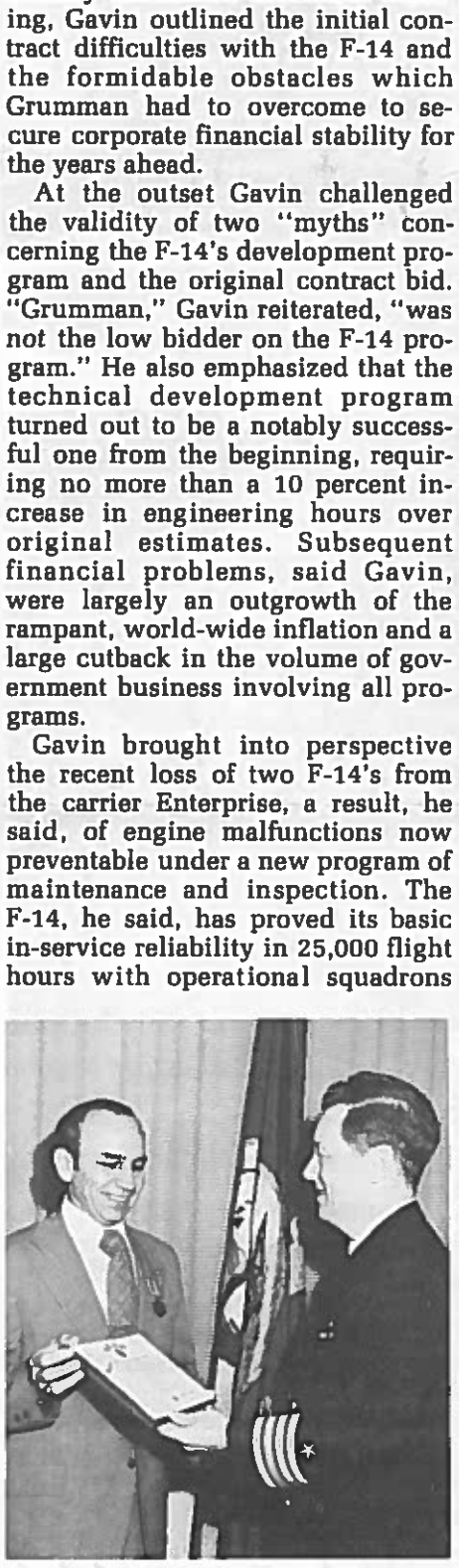
Gavin brought into perspective the recent loss of two F-14's from the carrier Enterprise, a result, he said, of engine malfunctions now preventable under a new program of maintenance and inspection. The F-14, he said, has proved its basic in-service reliability in 25,000 flight hours with operational squadrons over the past two years. Compared to its predecessors, he said, the F-14 represents as large a technological jump as the original jets did over the old piston fighters.

Describing the order of 80 F-14s by the government of Iran, Gavin said "I don't think we sold it — I think they bought it." Their choosing the F-14 he said was a "vote of confidence" in the plane's performance.

The success of the company's three other military aircraft programs, the A-6, E-2 and EA-6 demonstrates how an initially ambitious development program pays off over the long term, he said. The three aircraft also point up the increasing importance of the electronic and electrical portion of Grumman business, which Gavin predicted would become ever greater in future years.

A short film on the history of Grumman and fighter aviation led into the role of today's F-14. The film gave credence to another major point expressed by Gavin that more versatile and capable but heavy fighter aircraft like the F-14 and F-15 are the better defense choice as compared with the "light weight fighter," particularly in view of the Soviets own emphasis on the heavy fighter. This point was emphasized in the film through several intriguing shots of the latest Soviet fighters and other military craft.

Gavin wound up the session with a short question-and-answer period that ran the gamut from the F-14's advantages over other fighter craft to Grumman's use of aerospace technology in the commercial market. Gavin pointed to several areas, such as energy conservation programs, where Grumman know-how has paid off in more down-to-earth pursuits. Gavin explained, however, that "We have more available technology than we have the money or markets to exploit."



He's honored. Charles Kerns, a colonel in the U.S. Army Reserve, was awarded the Army Commendation Medal recently for exceptionally meritorious service. Kerns, who is a design engineer for Product Support in Plant 2, was presented with the medal and citation by Capt. Richard Wilson, Naval Plant Representative, for his work in conjunction with the Army's annual two-week training program during the period February 1968-September 1974.

About the cover

Beautiful, majestic, ancient, modern ... all these terms could be used to describe Iran. Whether it be the natural grandeur of its snow-covered mountain ranges, unusual beauty of its man-made national monuments, or contemporary design of its resort hotels, Iran is impressive. In the cover photos supplied by the Iran Tourism and Information Center in New York City, the old and the new faces of Iran are displayed through (clockwise from bottom left) The Royal Tehran Hilton in Tehran, Jama Mosque at Isfahan, Shah Square at Isfahan, bazaar at Isfahan, and a general view of Tehran.

Breakfast briefing. Board Chairman Joe Gavin outlines past and future of Grumman aircraft programs to Bi-County Executive Breakfast meeting on February 6 at Polytechnic Institute, Farmingdale, L.I. (Photo by Fred Annette)

Proposed boost in gas tax spurs rail, carpool interest

Perhaps now is the opportune time to call up your ole carpool buddies from the 1973-74 gasoline "shortage" era and renew old acquaintances. If you've been reading the news ... or even listening to it ... the gas-pump meter and money-purse relationship is on thin ice again.

President Ford wants to raise prices on imported petroleum, and don't forget about Governor Carey's proposal to help meet the New York State operating budget: a 10-cent per gallon tax hike on gasoline.

So, if your gas tank holds 15 gallons and you say "fill'er up" twice a week, that will mean approximately four more dollars a week in gas money ... $16 more a month ... $228 a year. That doesn't include any price hike in gasoline itself, just the proposed tax increases.

So, if you've discontinued your morning and evening journeys with your carpool riders, it might prove beneficial to re-group the crew. If you can't locate your former carpool riders or wish to begin a carpool, *Plane News* will give top priority in its ad supplement for all carpool, riders wanted, and rides needed. "At Your Service" forms are available at all Employee Service offices.

Maybe you'd like to give up the motor vehicle scene all together as a means of getting to work. At present, the Long Island Railroad trains make two stops each day at the Grumman station on South Oyster Bay Rd.

Just think of the advantages of becoming a "Dashing Dan" commuter: you don't have to sit on the L.I.E. "parking lot" for hours, no worries about flat tires, gas lines, or falling asleep at the wheel. If you are interested in taking the rails to work, fill out the form on this page and mail it to Gus D'Errico. According to Harry Volz, deputy director of Security-Personnel, the more Grummanites that show interest in the LIRR the more likely additional Grumman stops at the station can be arranged.

Interested in Iran?

If you are interested in an assignment to Iran in connection with the F-14 program and think you have the technical skills necessary, please contact Ted Giannone, Ext. 7401.

TRAIN SERVICE

Name .....

Address ..... Town .....

Plant ..... Dept. ..... Phone Ext. ..... Shift .....

Send to: Gus D'Errico
ESO
Plant 2

First time on suggestion track, two hit bond jackpot

In 1974 more Grummanites than ever before suggested better ways to perform their jobs. According to Joe Milillo, director of Motivational Programs, the goal for '75 is not only to top last year's record total but to have everyone participate in the employee suggestion system. After scanning the top winners for January, that goal doesn't seem too far fetched.

Patrick Hughes doesn't care for publicity ... but he is in the limelight this month for winning the top suggestion award of $2,025 in U.S. Savings Bonds for January. As a technical illustrator in Plant 34E Publications, he developed a new method of preparing instrument panel illustrations which eliminated the costly process associated with photographing cockpit panels in the finished aircraft. Employing his new method, a paste-up artist can use printed panel drawings (with an adhesive backing), thereby eliminating the need to take cockpit photos — and grounding a completed aircraft — and the photo development, printing, and retouching necessary to prepare them for illustration. His award winning idea is not only being used with the F-14, but on many other aircraft program publications as well.

Though Pat Hughes has been at Grumman for over 12 years, he is a newcomer to submitting suggestions. "I always thought it was my responsibility to improve my job," says the happy but reluctant winner.

The number two big-time winner for January also had the same philosophy about submitting suggestions. "I always thought it was my job to suggest a better way," says Les Kindberg of Plant 77, Stuart, Florida. Les, who has worked on the OV-1 Mohawk since its inception and was a leadman when he submitted his idea, suggested using a procedure that permitted dimpling of OV-1 skins during up-date without removing them from the airframe. After much prodding from his supervisors he filled out the employee suggestion form. About the same time, he and fellow-worker Dennis Nelson suggested a protective cover for an OV-1 plug to prevent damage during assembly operations.

This month, Les finds himself on the receiving end of two awards: $995 on his initial idea, and splitting $200 in bonds with Nelson. Now that Les has been recently named foreman of Fuselage Assembly on the OV-1 update program, he is spreading the good word about the suggestion system to his people.

Howard Willing and George Serviss of Fuselage Sub-Assembly Plant 1 have been idea-winning partners for over three years. But this is the first time that they've hit the big money. Previously, they've split awards of $150, $100, and $50. Now the Willing-Serviss duo has $900 in bonds to add to their suggestion award treasury.

Both men discovered that a number of doublers on the F-14 bulkhead, which provide added thickness and stress for fixtures being incorporated later on the production line, could become part of the unit during the chem-mill process. Normally, the doublers were installed at their station through the use of detailed parts. Their suggestion eliminates the manufacturing and installation of the detailed parts.

Other award winners for January were:

$800 — Daniel Settoducato, Pre-Flight, Pl. 7.

$750 — Antony Natale, Fuse Sub. Assy., Pl. 1.

$700 — William Palmer, Electronic Insp., Pl. 6.

$675 — Benjamin Felter, Production, Pl. 88.

$600 — Ernest Germano and Charles Lindner, Jr., both of E2C Site Req., Pl. 15.

$500 — Daniel Callahan, Pax River; Donald Lovell, Off Site Support, both of Pl. 75.

$375 — John Montiel, Property Accounting, Pl. 30.

$350 — Clifford Rudolph, Fluids, Pl. 6; Rudolph Planthaber, VAST, Pl. 7.

$300 — Ralph Warren and Martinus VanEssendelft, both of Final Assy., Pl. 6; Louis Vacca, Fred Buck, and James Bergamine, all of Center. Sect. Combo, Pl. 36; Louis Caccavale, Final Install., Pl. 43.

$275 — Daniel Horton, Major Sub. Assy.; Rosario Strazzeri, Sub. Assy. Major, both of Pl. 1.

$250 — Frank Brown and Rosario Strazzeri, both of Sub. Assy. Major, Pl. 1; Bernard Zukowski, Final Assy.; Raymond Varady, Avionics-Final, both of Pl. 6; Alice Kehoe, Mat'l. Acctg., Pl. 30.

$200 — William Swinson, Methods Engrg.; George Negro and Joseph Cittadini, both of Elect. Design; Josef Wittenberg and Eugene Tiefenwerth, both of Escape Arm./Pyro; Adrian Hersey, Fuse. Assy., all of Pl. 1; Edward Golub, Mech. Systems, Pl. 6; William Muller and Jack Otto, both of Mach. Pts. Purchas., Pl. 30; John Goebel, Air Breath. Prep., Pl. 34; Dennis Nelson and Leslie Kindberg, both of Fuse. Assy., Pl. 77.

$150 — Salvatore Tranchina, Vincent Delia, and James Wapniarski, all of Sub. Assy. Major, Pl. 1; Richard Longwell, Major Sub. Assy., Pl. 1 and Robert Walsh, Quality Control, Pl. 3; Raymond Hoene, Prod. Rel. & Analy., Pl. 2; Garry Barker, Sr., Adv. Composites, Pl. 3; Joseph Brandt, Gov't. Mat'l. Control, Pl. 6; John Toto, Fluids, Pl. 6 and Edward O'Donnell, Shuttle Wing, Pl. 5; Leonard Drace, Pl. 35, Robert Gerard, Jr., and Joseph Wittenberg, both of Pl. 1, all of Escape System; Wilbur Korrow, Power Plant, Pl. 36; David Sobel, Liaison Engrg., Pl. 43, Selig Cedar, Repair Control, Pl. 44, and Edward Thomas, Reliability Engg., Pl. 34; Joseph Thornton, Sub. Assy., Pl. 77; Benjamin Felter, Production, Pl. 88.

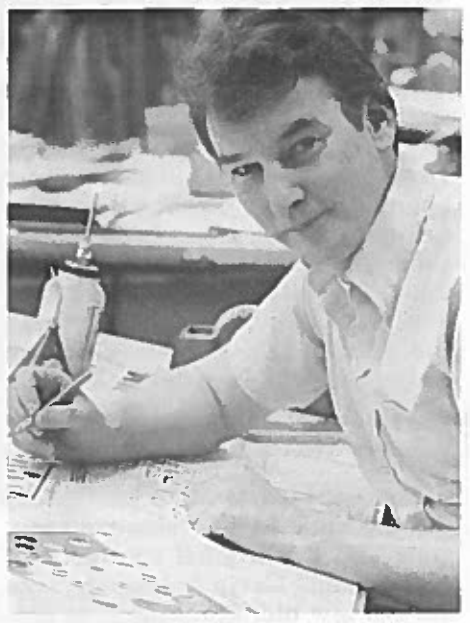
$125 — Richard McLean; Edwin Cooley, both of Sub. Assy.; Walter O'Neil, Avionics, all of Pl. 1; Nicholas Maniscalco, Avionics; Wallace Kondratowicz, Meas. Stds., both of Pl. 6.

$100 — Louis Cutalo and Joseph Lengyel, both of Fuse Assy.; Jack Thornton, Final Assy.; Clement Joie, Jr. and Salvatore Tranchina, both of Sub. Assy. Major, all of Pl. 1; Edward Raulsome, Avionics; Martin Foster, Assy. Insp. and Ewald Barty, Avionics, all of Pl. 6; Joseph Bellon, Pre-Flight, Pl. 7; Alfred Handel, Central Cutting, Pl. 37.

$75 — John Crawford, Sub. Assy., Pl. 1; Thomas Nelson, Hydraulics, Pl. 2; Donald Thomas, Parts Paint, Pl. 3; Ralph Warren, Martinus VanEssendelft, both of Final Assy., and Stanley Orlasky, Assy. Insp., all of Pl. 6; Bruce Wilbur, Avionics Test Lab., Pl. 8; William Cantler, Quality Control, Pl. 56.

$50 — Thomas Meyer; Max Auerbach, both of F14-PPO; Richard Button, Config./Data Mgmt.; John Ewen, Product Engrg.; Charles Beck, Final Assy.; Nickolaus Haus and Frank Curcio, both of Major Assy.; John Jackson, Fuse Assy., all of Pl. 1; Hilbert Hagland, Press, Pl. 2; Charles Heeger, Conv. Machines; William Majewski, Major Sub. Assy., both of Pl. 3; Gerald Fenton; Arthur Bukowski, both of Final Assy., Pl. 6; Philip Fenderson, Crash Crew, Pl. 7; Edwin McGovern, PPO-A6 & Misc., Pl. 25; Alfonse Pristupa; Joseph Syracuse; John Burckley, all of Seller Designed Equipment, Pl. 30; Gerald Matson, Sub. Assy.; Owen Mansfield and Michael Regan, both of Elect. Sub. Assy., all of Pl. 77.

Certificate of Excellence — William Kotzky and Robert Biagiotti, both of Cal. Meas. Stds. Lab., Pl. 6; Michael Mustapich, P/S Provisioning, Pl. 30 and Joseph Grant, P/S Comp. Systems, Pl. 35; Rod Harmon, Supplier Control, Pl. 87.



Patrick Hughes

Winning duo. Howard Willing (L) and George Serviss earned $900 in bonds for their suggestion.

Les Kindberg

Elect Retiree officers

At the annual Christmas luncheon, attended by President George Skurla and Personnel Director Dan Knowles, the Grumman Retiree Club elected the following officers for 1975: Chris Herrnkind — president; Charles Chlanda — vice president; Joe Riccobono, treasurer; Helen Chlanda, secretary; Joe Hruby, sgt.-at-arms.

Supplying holiday joy

Reports are still coming in on Christmas funds and the families they were distributed to. In Product Support, Grummanites contributed $3,600 during the holiday season, and, according to Josh Heisman, chairman of the Christmas Fund committee, "five Product Support and 16 other Grumman families shared these funds with our sincere hope that it brought some joy and happiness."

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N. Y. 11714, as a function of the Public Affairs Dept., Vice President J. B. Rettaliata, director.

Manager, Internal Communications
Brian Masterson

Associate Editor
Michael M. Smith

Editorial Assistant
Kathy Housley

Telephone
Plane News: 3293
Plane News from outside line: 516-575-3293

Air Force gives go-ahead

Official notification of the $85.9 million Air Force award for the prototype development phase of the EF-111A Tactical Jamming System was delivered recently to Gerry Kaufhold (L) of Grumman Aerospace's Dayton office by Jesse Bobbitt, EF-111A Contracting Officer, and Col. J. L. McKenna, director of the EF-111A Systems Program Office, Aeronautical Systems Division, at Wright Patterson Air Force Base ... and it's evident it was a happy occasion.

Grumman had been selected last December 26 in the competition with General Dynamics to qualify and test two prototype EF-111A aircraft for the Air Force. Vice President Bob Miller is director of the EF-111A Program for Grumman, and Tom Street is program manager.

The EF-111A Tactical Jamming System will provide electronic countermeasures support for the tactical air forces. The contract award permits Grumman to go ahead with the research, development, test, and evaluation of the system, and will be completed in 38 months.

It's tough to say goodbye

It was 28 years ago when Frank Fuller (L), an officer and director of the Fuller Paint Co. of San Francisco, took delivery of his new Grumman Mallard amphibian. Over the next couple of decades Fuller flew his nine-seat aircraft throughout most of the West, using it for fishing expeditions to Baja, California, and Canada and for commuting to his summer home on Lake Tahoe.

No stranger to flying, Fuller twice won the Bendix Trophy for record-breaking flights in a Seversky P-35 in 1937 and 1939. In 1946 he purchased the Mallard (Serial No. 8), chalking up over 5,000 flight hours before deciding "regretfully" last August that "at age 73 the time has come to retire from flying."

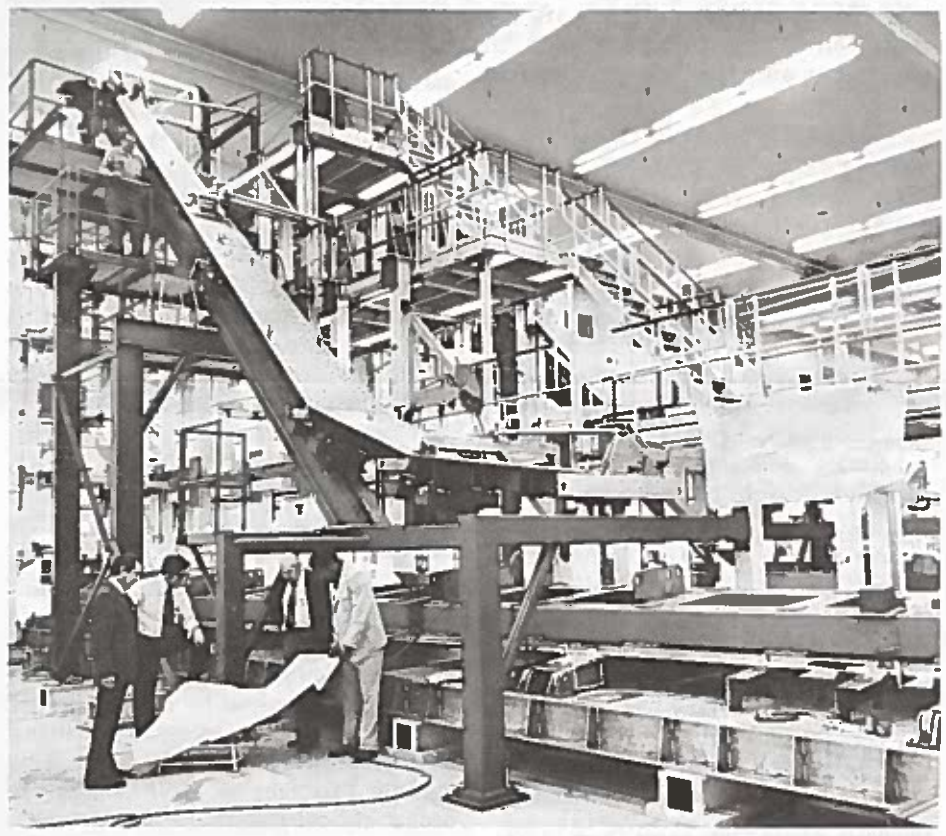
Insurance tip for parents

If your child became 19 years of age after February 1, 1974, you are reminded that health insurance expired for these children on January 31, 1975. Transfer to one of several plans of individual health insurance on a direct payment basis is available, says Dolores Stierle of Insurance, Benefits and Records. Although the expiration date was January 31, you have a 31-day grace period (or until March 2) to apply for the insurance, at which time it will become retroactive and there will be no break in coverage.

Dependent children who are incapable of self-support because of a mental or physical handicap will continue to be covered by the Grumman medical plan beyond age 19. Should you require additional information on this type of coverage, please contact the Insurance Department, Ext. 1040.

Unmarried children who have reached 19 years of age but who are not yet 22, and who are registered students in regular full-time attendance at school, are principally dependent upon you for maintenance and support, and are not regularly employed by one or more employers on a full-time basis of 30 or more hours per week (exclusive of scheduled vacation periods) will continue to be covered by the group insurance to the February 1st following their 22nd birthday.

Also available at Employee Services Offices and the Insurance Department is a "Dental Insurance Plan" booklet which outlines the various procedures and benefit payments being provided by Grumman Aerospace.



Start of something big. Although this workstand looks somewhat like an amusement park ride, taking shape behind the framework is a multi-million dollar Grumman subcontract, the big wings for the NASA-Rockwell International Space Shuttle orbiter. Viewing progress here (L to R) are Bob Wagenseil, Manufacturing Engineering project manager; Bill Lamberta, Manufacturing Operations manager; Skip Graziose, Tool Fabrication foreman; and Joe Jones, Rockwell International Quality Assurance. (Photo by Harry Prodromides)

Changes in Tech Ops, Calverton

Among recent appointments in Grumman Aerospace were:

TECHNICAL OPERATIONS — Theodore Zach, manager, Support Systems Technology; Michael Elem, section head, Support Systems Requirements; Thomas O'Rourke, section head, Support Systems Implementation; James Quinn, section head, Logistics Systems Development, all of Product Support; Mark Mellinger, principal engineer, Computer Applications; Jacob Rosenbaum, principal engineer, Computer Applications; Joseph Martin III, technical specialist, Computer Applications, all of System Engineering.

CALVERTON OPERATIONS — John Umstetter, coordinator for Calverton Operations on EF-111A Program; Ed Barron, manager, Fixed Assets; James Jehle, manager, Resources.

Assignment in Iran – exciting, challenging

(Continued from page 2)

Moslem religion, and a list of cultural "Do's and Don't's." A 24-page booklet, produced especially for the course and entitled simply "Iran," serves as a concise, practical guide to the country and its people. Prior to departure, a 40-hour course in conversational Farsi is planned to top off the Iran Grummanites' stateside adjustment process.

The Transcultural Program is only part of the preparation process for Iran. Following an employee's initial decision to be considered for the F-14 Iran program, but before embarking on the Transcultural sessions or the lengthy and expensive skill training program, the applicant is interviewed to determine whether an individual's skills can be matched up with the needs of Grumman and the Imperial Iranian Air Force.

"The main point to remember is that the acceptance process is a two-way street," says Gilmore. "We want to make sure that the people who volunteer for Iran will satisfy Grumman's expectations and needs, but, just as importantly, we want to make sure that the applicant is satisfied and will be happy in the new assignment."

The training program consists of formal classroom instruction interspersed with on-the-job training, and usually lasts several months. In many cases "back fill" training for the applicant's replacement in the United States is required as well. With some understatement Gilmore says: "The Iran assignment is one of the most challenging training programs we've undertaken at Grumman."

And "challenging" is a good word for the Grumman Iran project in general. While overseas assignments are nothing new for the company (Field Service has some 110 people working abroad at this moment), the scope of the F-14 program is unique for Grumman. "The program," says Milano, "surpasses any similar undertaking by Grumman or most other U.S. corporations in recent years. It'll be our chance to show what Grumman can do on this job and a demonstration of our determination and ability to handle similar assignments in the future."

calendar

Notice of events for period Feb. 28 to March 14 should reach Plane News by February 18.

Amateur Radio Club: Wed., Feb. 19, 5 p.m., radio shack on roof of Pl. 5; business meeting; guests welcome. Emmett Goodman, Ext. 87125.

American Society for Metals: Wed., Feb. 19, free cocktail hour at 5:30 p.m., dinner at 6:30 p.m., meeting at 8 p.m., Kings Grant Motel, Plainview; Local, L.I. Chapter; "Alaska Heat Pipe"; guests welcome. Lewis Golden, Ext. 3073.

American Society of Mechanical Engineers: Wed., Feb. 26, cocktail hour (not included) at 6 p.m., dinner ($5.50) at 7 p.m., presentation at 8 p.m., Holiday Manor, Bethpage; L.I. Section; "Soaring"; guest speaker: Gordon Lamb — N.Y.S. Governor of Soaring Society of America; guests welcome. Larry Hahn, Ext. 2085.

Duplicate Bridge Club: Every Thurs., 6 p.m., Pl. 30 cafe; partnerships arranged; guests welcome. Phil Hodge, Ext. 1195.

Fencing Club: Every Mon., 4:30-6:00 p.m., Pl. 30 cafe. George Kegney, Ext. 7541.

GAC Divers: Wed., Feb. 19, 5 p.m., Pl. 15 buffeteria; discussion on proposed SCUBA training class; guests welcome. Al Andreiev, Ext. 1565.

L.I. Industrial Nurses Association: Thurs., Feb. 20, 8 p.m., Pl. 28 auditorium; monthly meeting; guest speaker: Buford Peterson — Fellowship Center of Alcoholism; guests welcome. Ada Colter, Ext. 1768.

Retiree Club: Wed., Feb. 26, 1:30 p.m., Holiday Manor; regular monthly meeting. Rita Looney, Ext. 2133.

Ski Club: Wed., Feb. 26, 8:30 p.m., Plaza Restaurant (Old Country Rd. & Newbridge Rd.); social/skiing; guests welcome. Donna Marie Petresky, Ext. 6466.

Society of Mfg. Engineers: Wed., Feb. 19, dinner ($6.50, reserv. req'd.) at 6 p.m., meeting at 8 p.m., Hofstra Univ. Club; Local, L.I. Chapters; "Useful Mgmt. Tools"; guest speaker: Dr. Harold Lazarus, Dean, School of Bus. & Prof. of Mgmt. Hofstra U.; guests welcome. Charles Frank, Ext. 3520.

Stamp Club: First & third Wed. of each month, 5 p.m., Pl. 30 cafe. Harold Potkewitz, Ext. 1251.

Medical expert sounds alert

"Is breast cancer common? Emphatically, no! What is common is the fear of breast cancer. It is this fear that keeps many women from helping themselves by having breast examinations or even examining their own breasts. Our fight must be against this fear as well as against breast cancer itself."

The above is an excerpt from Dr. Philip Strax's booklet, "Breast Cancer is Curable" which is recommended by the American Cancer Society as required reading for every woman.

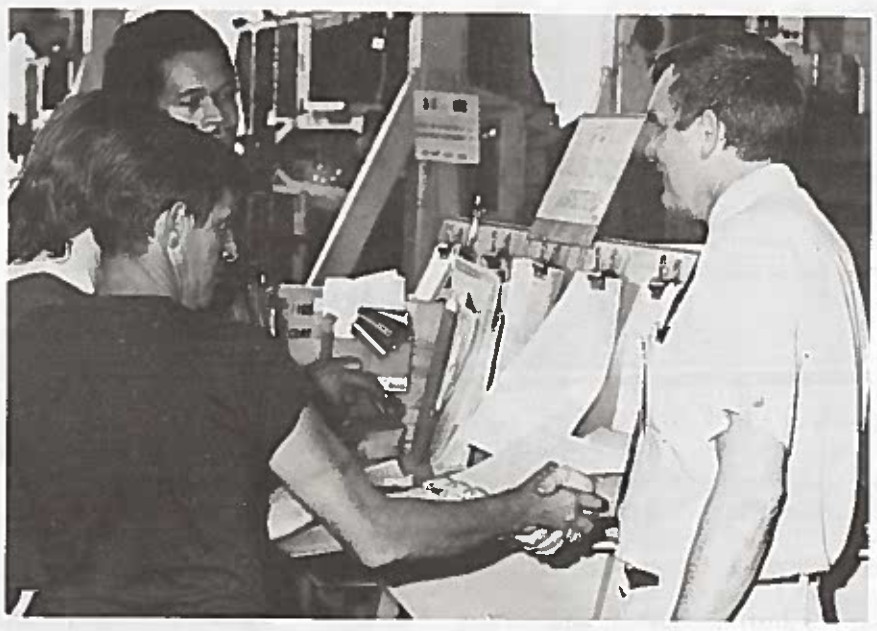
According to the American Cancer Society, the chances are 15 to 1 that a woman will never get breast cancer. And if a woman does and has followed the simple principles in this booklet, the chances are two out of three that her cancer will be detected in a curable stage.

In addition to instructions on self-examination, Dr. Strax also covers the myths and misinformation about the causes of breast cancer in non-technical language.

You can obtain a copy of this 32-page booklet, "Breast Cancer is Curable" by sending 75 cents to: The Benjamin Company Inc., 485 Madison Ave., New York, N. Y. 10022.

Senator gets warm reception

Senator Lawton Chiles of Florida, who drew statewide attention when he hiked around the state seeking support in his election bid for Congress, paid a surprise visit to Stuart early in January to meet with some of his constituents at Plant 77. And the senator didn't disappoint his fellow Floridians ... he arrived at Stuart wearing what has become almost synonomous with his campaign style — hiking boots. During his stopover at the facility, Senator Chiles is shown (above L) chatting with (L to R) General Manager Art Melrose, Vice President Jim Zusi, and Steve Wismann. During tour of shop areas (below), the senator mitts George Wagner while Mike Ryan (partially hidden) and Conrad Patterson await their turn.



obituaries

JOHN H. GRANDY, Program Management — F-14A, Plant 1, died January 19 at the age of 50. He had been with the company since 1959 and lived at 35 Lisa Drive, Northport.

CHARLES E. HOPKE, P/S Aircraft System Service of Plant 80, died January 19 at the age of 62. He had been with the company for over 33 years and lived at 505 E. Buffalo Avenue, Santa Ana, California.

JOSEPH J. EAGEN, Elect. Boxes, Panels & Drawer Fabrication of Plant 7, died January 20 at the age of 59. He had been with Grumman since 1944 and lived at 12 Colony Drive, W. Sayville.

EDWARD W. JELICH of Standards, Plant 35, died January 22 at the age of 54. He had been with Grumman since 1958 and lived at 15 Cortelyou Street, W. Huntington Station.

ROY JEWELS of Elect. Cable Fabrication, Plant 44, died January 23 at the age of 55. He had been with Grumman since 1950 and lived at 19 Roe Court, Islip.

ANTHONY KOWALSKI of Plant Store, Plant 6, died January 25 at the age of 63. He had been with Grumman for 27 years and lived at 14 Vernon Street, Patchogue.

WILLIAM F. PRINZ of Maint. Rearrangement, Pl. 14, died January 31 at the age of 54. He had been with Grumman for 19 years and lived at 308 Fenimore Avenue, Uniondale.

PATRICK THOMAS MC KENNA of Hull Assy., Pl. 36, died February 3 at the age of 55. He had been with the company since 1966 and lived at 243 Siegel Street, Westbury.

Keglers make varsity cut; eye L.I. Industrial crown

After four weeks of tough competition on the Mid Isle Lanes in Hempstead, the 10 slots for this year's Grumman men's bowling varsity are filled. The starting five has yet to be determined. There are only four returning keglers from last year's championship team: Frank Fiorentino, Don Vasquez, Ed Gabriel, and Frank Tucholski.

Ken Smith Jr. — a newcomer to Grumman and the varsity trials — is leading the pack by 131 pins with an average of 195.8 for a total pinfall of 4,703 in the 24-game series.

In the fourth round, Jim Micco made his move, jumping from 13th place to fourth with a fine evening on the lanes. While chopping the wood for a total of 1,227 pins for six games, Micco rolled high game for the night, 246, thus, assuring himself of a slot on the varsity team.

As *Plane News* went to press, the 10 keglers were scheduled to bowl three games more on Saturday, February 8, to determine the starting five. Those bowlers who made the final cut were: Smith, George Ulrich (4,572), Fiorentino (4,537), Micco (4,497), John Alston (4,478), Vasquez (4,473), Gabriel (4,469), Judge Locke (4,426), Ernie Jenkins (4,388), and Tucholski (4,384).

The women keglers are still in the midst of their varsity roll-offs. Though the roll-off roster lacks depth, the competition is still keen for a starting berth.

All of last year's team members are once again high in total pinfall for the four-game series. To date, Peg Sheridan leds the pack with 707; Arleen Schwemmer, 650; Bertha Siegl, 633; and Chin Thompson, 629.

The men's and women's varsity squads will be kept busy the next few months on Saturday nights. The Sperry Mixed Jamboree will be held on February 22 at the Garden City Bowl. The Grumman mixed team — consisting of the top two bowlers in each roll-off — will also be competing in the Pan Am Mixed Tourney on March 29.

Starting Saturday, March 1, at the Mid Isle Lanes and continuing for three consecutive Saturdays, the men's squad will be competing in the annual L.I. Industrial Tournament as defending champions. And the women keglers will be trying to improve last year's third place showing in their L.I. Industrial tourney starting April 5 at the Mid Isle Lanes.

Discount tix

Discount tickets — $7 seats for $2 — are now on sale at the GAA office in Plant 30 for the following N. Y. Nets basketball games: Sunday, February 23, vs. Memphis, and Friday, February 28, vs. St. Louis.

Western shootout

During the past holiday season, Point Mugu golfers held their annual Grumman Turkey Shoot on the fairways. The winners in over-all gross score were: 1st — Dan Case; 2nd — Bob Blessing; and 3rd — Gene Mack. In handicap play, Vern Zellanino and Herb Dixson finished in first and second place.

They're on target

The Grumman Gophers rifle team has its "sights" on the Long Island Industrial league title. And the way the rifle squad has been shooting down the opposition, it is safe to say that the Gophers are right on target.

In a recent match, Hank Womble led a 735-686 assault against Pan Am by firing 194. Fellow riflemen Bob Mansbart, Warren Block, and Phil Drapola finished off the attack with 188, 185, and 168, respectively.

Against Republic, Womble and Paul Waisanen each fired 192. Rounding out the Grumman team effort in the 757-683 win were Tom Coker, 187, and Mansbart, 186.

In the latest showdown on the range against Brookhaven, Waisanen shot 198.

New records brighten winter doldrums

It's time for a change. The mid-winter doldrums seem to have settled on the GAA-sanctioned bowling league alleys for many keglers ... some are changing from a three-step to a five-step approach ... others find it easier to throw away their old lucite ball and buy a replacement ... and then there are those keglers who arrive each week equipped with Band-Aids, "stick'em" sprays, wrist braces, and crying towels. While many keglers are suffering from a winter freeze, there are those who are perfectly snug on the alleys. And they have good reason to be — they're the ones who are achieving new league records.

Dan Aquilino punished the pins for a new Black league record of 257 and pushed Irv Austin's mark of 256 to second best in the process. Bud Earhart led the pin assault in the Classic league by rolling 257-203-650, which was good enough to break Ted Lohse's old mark of 246-627.

On the Gold Mixed alleys recently, John Ketcham burned the alleys with 243-210-625. Fellow league keglers also faring well were: Werner Langhauser, 225, and Art Seeberger, 210.

Four keglophiles from the Gray league crashed through the '600' three-game series mark: George Perry, 213-233-640; Tom Cava, 222-227-626; Don Ragas, 214-218-604; and Harvey Knopf, 202-206-602.

On the Grumman Goose alleys, Ray Russo rolled 245 for a new league high and Doug Morgan took first place residency in high series, 203-233-626.

Paul Meisenholder's 215-200-605 overshadowed John Horoszewski's 221-212-601 effort on the Great River Friday lanes. Other highlights were: Bob Dudonis, 233; Bob Albert, 228; Bill Masone, 218; Bill Snekenberg, 206; and Steve Cunningham, 222-209.

On the Master's list in recent jaunts, Nick Malandro, 254; Jack Nielsen, 245; and Ed Gabriel, 247, led the scoring. Those rolling past the '800' four-game series total were: Jerry White, 231-236-842; Fred Skirde, 821; Nielsen, 820; Gabriel, 803; and Malandro, 800.

Frank Magri and Bud Earhart of the Outpost league shared top game honors for the night with 232.

Lamont champ at Woodbury

Early in November, Dick Lamont gained the reputation in Plant 34C as the "meanest man in the pits" — horseshoe pits that is. Lamont might have been the best kid on the Plant 34C block but he had to face the top six horseshoe throwers in the Woodbury complex in order to gain the bragging rights for the Grumman mini-city.

The top two 'shoe pitchers from Plants 34, 34C, and 34E entered the tournament of champs. Lamont quickly eliminated Plant 34 number-two man Charles Stumpe, 21-16 and 21-13. Plant 34E champ Lenny Bagorazzi managed to contain Lamont in the opening round, 21-17, but the "meanest man in the pits" threw rings around Bagorazzi in the next two matches, 21-16, and 21-12.

Lamont's pitching momentum was well established by the best-of-five finals. Plant 34 champ Larry Bird succumbed to the Lamont 'shoe pitching machine, 17-21, 15-21, and 18-21.

Lacrosse coaches needed

If you've got some free time, feel a need for community service, and have a knowledge of lacrosse, volunteers are being sought as lacrosse coaches for midget teams (ages 6-14) in the Mohawk Lacrosse Club of Massapequa. According to Monte Jiran, high school or college playing experience would be necessary for someone interested in applying. Should you be interested, please contact Monte between 5-9 p.m. at PŸ 8-2739.

Announce billiard tourney

Pocket billiard enthusiasts, here is your cue: The 13th annual GAA pocket billiards tournament is scheduled to begin Thursday, February 27.

According to tourney director Mike Cherry, matches will be conducted every Thursday starting at 5:15 p.m. at the House of Lords in Plainview. Elimination games will be 75 points, one loss and out. When the field is reduced to four contenders the games will be 100 points and two losses will decide elimination. All participants are required to attend the first session on February 27.

Entry deadline is Friday, February 21. For additional information, contact Mike Cherry on Ext. 2133.

Pocket Billiards Tourney

Entry Blank

Name ..... Ext. .....

Perm. No..... Dept. ..... Plt. .....

Entry Deadline, Friday, February 21
(Forward to GAA Office, Plant 30)

Out of the pool. Frank Sallese arrives at work as he has for the last 32 years at Grumman -- in car pool shared with Bill Walters (at the wheel). At left is Ray Legatti. Sallese retired soon after photo was taken, ending record car-pool association. (Photo by Marie Trimborn)

After 32 years they're breaking up ... but it sure was fun while it lasted

Billed as the "Oldest Car Pool in the World" (or at Grumman at least), the 32-year old association between Bill Walters and Frank Sallese came to an end last month when Sallese retired after more than three decades with Grumman.

Walters and Sallese, who have known each other since childhood, started their daily commute together from Whitestone, Queens, to Bethpage in 1942 in the days of war-time shortages and gas rationing. After the war they continued the convenient arrangement, acquiring new car poolers as others dropped out.

As the Nassau County suburbs mushroomed after the war, Sallese and Walters continued to share their drive into work each morning — a drive made speedier as a massive, new road-network sprung up to serve the booming area.

Besides being able to share the driving and have congenial people to talk with, Sallese points to the savings in car wear-and-tear and in gas as good reasons for car pooling. "In all those years we must have saved ourselves a lot of gas dollars," he observes. And a little mental arithmetic bears him out. Since the journey from Whitestone to Bethpage is 50 miles round trip, Sallese estimates that with three people sharing the driving, a total of five gallons can be saved each trip by keeping two cars in the garage. Walters and Sallese have probably made at least 7,000 round trips in their 32 years of car pooling, thus saving about 35,000 gallons of gas — nearly $20,000 at today's prices!

Athletes on wheels

Anyone interested in actively participating in wheelchair athletics — track and field, swimming, weight lifting, table tennis, archery, basketball — as a competitor, coach, official, or in an administrative capacity should contact Karl Watjen, Ext. 1495 or 87410.

Offer 'fun' weekend

Here's a perfect chance to get away from it all. The Grumman Athletic Association is offering a weekend excursion to Woodloch Pines in the Pocono Mountains on March 21, 22, 23.

Excitement and sociability, or serenity and seclusion are yours at this picturesque lakeside hideaway nestled high in the lake region of the Pocono Mountains.

Depending upon the accommodations you request, price for the tour ranges from $82 to $94 per person, double occupancy.

The total package includes:

- transportation by deluxe coach (with lavatory)
- two nights accommodations at Woodloch Pines
- breakfast, lunch, and dinner on Saturday and Sunday
- all tips, including guide and driver
- tour of Memorytown, Mt. Pocono
- live entertainment nightly

This trip is being offered to all Grumman employees, retirees, relatives, and friends. Reservations may be made in person at the GAA office, Plant 30, or by mailing a check to Grumman Athletic Association, Plant 30, Bethpage, N.Y. 11714. Reservations will be accepted on a first-come, first-served basis as long as space is available.

For further information, contact Rete Looney, Ext. 2133 or 2269, at the Athletic Association office.

Gas up ... deaths down

"It's an ill wind that blows no good," is a saying most of us learned at our mother's knee ... but who believed it. According to a recent report from the National Safety Council, however, the fuel "shortage" of last winter that brought with it much higher prices and serious personal deprivations, also had very beneficial side effects — the legislation of lower driving speeds and the curtailment of travel which resulted in greatly reduced traffic fatalities.

When gaged against the carnage of the past decade — upwards of 50,000 Americans lost their lives each year and millions more were seriously injured on the nation's highways — there should be little doubt that the fuel shortage contributed greatly to the improved vehicular safety records.

The Council said that lower driving speeds in 1974, reductions in travel, less night driving, and greater use of seat belts contributed to an 18 percent reduction in traffic deaths for the first 11 months of '74 as compared with the same period in 1973. There were 42,340 traffic fatalities recorded for the first 11 months of 1974 — the fewest since 1963. The 11-month total for 1973 was 51,860. There were about 1,600,000 disabling injuries during the first 11 months of 1974 — still a mighty high figure even though drastically reduced from the year before.

Safety officials are now hoping it doesn't take another "ill wind" to bring further reductions in this country's traffic death toll.

Bridge course

An eight-week course in contract bridge will be offered beginning Thursday, February 20, and continuing for seven successive Thursdays in the Plant 30 cafeteria. Lectures will start promptly at 5:30 p.m. and last 30-40 minutes. A regular duplicate game will follow; attendance is optional.

This course is designed for players having some familiarity with bridge. The objective is to correct, refine, and improve basic techniques. All aspects of the game — bidding, defense and declarer play — will be considered. The text "Five Weeks to Winning Bridge" by Alfred Shienwold will be followed closely.

For additional information contact Hugh Montague, Ext. 3863.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

BULK RATE
POSTAGE PAID
BETHPAGE, N.Y. 11714
PERMIT NO. 264

Vol. 34, No. 3, Bethpage, N.Y. 11714